

Wellington West District.

The State highways in this district have been improved mainly by isolated works of considerable magnitude. Chief among these is the Whirokino Deviation, with its $\frac{3}{4}$ -mile bridge, which is now complete and in use by traffic, removing the bugbear of flood interruptions on this highway, which is one of the most important in the Dominion. Its remaining associated work, the new bridge over the Manawatu River itself, will be undertaken in the near future, and will be of great value from the aspect of safety and convenience of traffic. Even more impressive, though not yet complete, are the Ngahauranga Gorge reconstruction and the Paekakariki Hill alternative sea-level road, though the latter is not yet declared a main highway and is not financed by the Board, but it will, of course, become part of the arterial route to the north.

The Ngahauranga Gorge work will provide an adequate four-lane approach to the capital, saving incidentally $\frac{1}{2}$ mile in distance. In its length of $1\frac{3}{4}$ miles is involved 520,000 cubic yards of rock-excavation, of which 336,000 cubic yards had been completed at the end of the year; the balance is now almost accounted for, as well as a very large amount of creek-diversion by tunnelling, culverting, &c., and the actual roadwork is well in hand. Extensive reconstruction is being undertaken to modernize the $3\frac{1}{4}$ -mile Ngahauranga - Petone section of the Hutt Road, as one of the principal works of the current year.

Overbridges were completed at the Manukau and Paraparaumu level railway-crossings, the approaches to the Porirua overbridge were surfaced, and plans are in hand for eliminations at Ohau, Waikanae, and McKay's, north of Paekakariki.

The Foxton Borough section, which was in bad condition, was reconstructed, and $6\frac{3}{4}$ miles of smoothing-coat applied on the Horowhenua County section.

On the Napier - Palmerston North highway the Manawatu Gorge section is under reconstruction, with the object of obtaining the maximum possible traffic-width; and $1\frac{1}{2}$ miles near Palmerston North have been rebuilt and primed.

The 368 ft. Awahuri Bridge on the Sanson - Palmerston North highway was completed, and the Ashhurst overbridge on the Greatford-Ashhurst highway put in hand, together with $1\frac{1}{4}$ miles of approach roads. Reconstruction was continued between Palmerston North and Shannon, and the standard of this section has been materially improved; the sealing of some portions has already been undertaken.

A contract has been let for the Longburn overbridge and the work commenced.

Improvements, including in most cases sealing, have been carried out on many of the subsidized highways, including the Foxton Beach, Foxton-Shannon, Ashhurst-Pohangina, Longburn-Rongotea, Te Horo-Waihoanga, and Upper Hutt-Waikanae highways.

Wellington East District.

On the State Highway between Woodville and Upper Hutt the principal works have been the completion of the Eketahuna subway (except for approach metalling) and the construction of a $\frac{1}{2}$ -mile deviation in Featherston Borough. Work was commenced on the improvement of the Greytown Borough section, and some curve-easing and smoothing-coat work carried out north of Carterton. The decking of the 1,200 ft. Ngawapurua combined road-rail bridge near Woodville is being brought up flush with the rails, greatly facilitating highway traffic.

On the Pahiatua-Akitio highway the widening of 5 miles of the tortuous Makuri Gorge is in hand, $1\frac{1}{4}$ miles being completed. Widening was also undertaken over $1\frac{1}{4}$ miles of the Eketahuna-Alfredton highway, two bridges constructed, and $2\frac{1}{2}$ miles reconstructed and sealed on the Eketahuna-Nireaha highway. On the Masterton-Castlepoint highway, $1\frac{1}{2}$ miles were sealed, and the 2-mile Weraiti Deviation on the Masterton-Stonvar highway practically completed, as well as 90 chains of reconstruction and sealing. On the Martinborough-Masterton highway 3 miles of similar work were carried out. The 170 ft. Wainuioru Bridge on the Tupurupuru-Te Wharau highway is nearing completion. In the Featherston County, 6 miles were sealed on the Martinborough-Lake Ferry highway and $3\frac{1}{4}$ miles reconstructed on the Featherston-Pigeon Bush highway, half of which was primed. Shorter lengths on other highways were also improved.

Nelson District.

The programme of works instituted on the inception of the State highway system is now showing appreciable results, particularly in the district adjacent to Blenheim and in the Moutere area. A total length of $23\frac{1}{2}$ miles has received a sealing-coat.

Reconstruction has been in progress on the Elevation-Para, Spring Creek-Blenheim, and Blenheim-Dashwood sections, $3\frac{1}{4}$ miles being sealed during the year, also $\frac{1}{2}$ mile in Picton Borough.

The deviation eliminating the Spring Creek and Tuamarina railway-crossings, which includes the 960 ft. Wairau Bridge and a bridge over Spring Creek, is in hand, and two railway-crossings at Riverlands have been dealt with by means of a $\frac{1}{2}$ -mile deviation.

Farther south, the Mirza Creek Bridge was built, and sealing carried out in Seddon Township. Reconstruction has been commenced on the Lion's Back section, and a contract has been let for the 300 ft. Kekerangu Bridge.

On the Blenheim-Nelson highway $6\frac{1}{2}$ miles were sealed between Blenheim and Renwicktown, and reconstruction is practically completed up to Kaituna. The major improvements on the Wangamoa Hill and Valley sections have been continued, a further $2\frac{1}{4}$ miles being completed. On the Richmond-Collingwood highway the Appleby overbridge of three 30 ft. spans was completed, and the sealing of $9\frac{3}{4}$ miles between Upper Moutere and Motueka carried out. At the Riwaka Bridge a flood-opening of two 20 ft. spans was constructed in the approach-bank, which was also raised and widened. On the Moutere Hill $3\frac{1}{4}$ miles were reconstructed, and the improvement of the 16-mile Takaka Hill section practically completed. Reconstruction work is in hand between Takaka and Onekaka.